

THE INDEPENDENT.

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Oceanic Steamship Company. TIME TABLE:

The Fine Passenger Steamers of This Line Will Arrive and Leave This Port as Hereunder.

FROM SAN FRANCISCO:

ALAMEDA.....	JUNE 2
SONOMA.....	JUNE 14
ALAMEDA.....	JUNE 23
VENTURA.....	JULY 5
ALAMEDA.....	JULY 14
SIERRA.....	JULY 26
ALAMEDA.....	AUG 4
SONOMA.....	AUG 16
ALAMEDA.....	AUG 26
VENTURA.....	SEPT 6
ALAMEDA.....	SEPT 16
SIERRA.....	SEPT 27

FOR SAN FRANCISCO:

ALAMEDA.....	JUNE 7
VENTURA.....	JUNE 13
ALAMEDA.....	JUNE 28
SIERRA.....	JULY 4
ALAMEDA.....	JULY 19
SONOMA.....	JULY 25
ALAMEDA.....	AUG 9
VENTURA.....	AUG 15
ALAMEDA.....	AUG 30
SIERRA.....	SEPT 5
ALAMEDA.....	SEPT 20
SONOMA.....	SEPT 26

In connection with the sailing of the above steamers, the Agents are prepared to issue, to intending passengers, coupon through tickets by any railroad from San Francisco, to all points in the United States, and from New York by any steamship line to all European ports.

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TEDDY AND KAISER RUNNING THINGS.

(Special Correspondence of THE INDEPENDENT, by Charles A. Edwards.)

[Continued from yesterday.]

When a man whose forte is resoluteness begins to explain why he may not do something upon which his heart is set, the neighbors know what to think. And while the statements that the plan for an extra session of Congress has been abandoned do not come directly from the President, they suggest a heap of thinking along well established Rooseveltian lines. Already, to conciliate Congress, he had postponed the extra session to cold weather. Now it occurs to him that three weeks is an inadequate time for so great a matter. In other parlance, what he did before to oblige, he does again because he must. In this way two bites can be made at the cherry of compromise. It is possible to believe that the President is as keen as ever to fix railroad rates, but we shall doubtless continue to enjoy the spectacle of a Chief Magistrate indomitably set upon curbing the railroads—when ever nobody objects. The true inwardness of this whole contention for railway rate regulation is that it is a scheme of the "stand pat" Republicans and they are using the Democrats of the House to pull their chestnuts out of the fire. They are fixing things to impose further direct taxation on the people by the next Congress as a means of not only supplying the deficit in the government revenues, but of continuing to the trusts their enormous profits through absurdly high protective tariffs. That is the purpose of the "stand-pat" schemers. The tariff fattened millionaires have killed off the income tax effectually. They are now trying to stave off tariff revision by howling for railway rate regulation. Their agents are active at all points where railway discriminations, real or imagined, are talked of. They are stirring up this agitation in order to save the protected "infant industries" their enormous profits. They have pitched on the "common people" and the railroads as their victims to accomplish this end.

Internal revenue taxes on coffee, tea, beer and other necessities is to be the "common people's" share of the governmental burden. Reduced earnings by governmental control of rates is to be the railroads' contribution as a sop for the "common people," if their plan carries, while the protected trusts make their gains greater and greater. That is the trust program for the next session of Congress as arranged in Wall Street. "Soak the railroads and the common herd" is their slogan. "We have Roosevelt all right," said one of the chief beneficiaries of the tariff the other day, after a secret meeting in a Wall Street office. "Teddy's demand for railway rate regulation, is the cat's paw that's pulling our chestnuts out of the fire."

(Continued to 4th page.)

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